

SECURITY INFORMATION

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FDD Abstract of [REDACTED]

Hungary

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HUNGARIAN RAILROAD INFORMATION (5 pp; French; [REDACTED])

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25X1A This document is [REDACTED] four reports of 5 pages dealing with the introduction of heavier rails, use of reinforced concrete ties, electrification, and the four movements in the Hungarian railroads.

The main Hungarian railroad lines are being equipped with rails weighing 48.3 kilograms per meter to support 23 tons per axle. On the secondary lines it is contemplated to employ rails weighing 34.5 kilograms per meter.

To rehabilitate Hungary's railroad system, 700 kilometers of rail would have to be replaced annually over a period of 6 years. Because of the proportionately large quantity of steel involved, this plan has been rejected by the Soviets.

During 1950, the Vac-Veresegyhaz-Godollo line was converted into a main line. As a result, the Csap-Austria route became a main line without river crossing.

II The Dorog-Tokod-Almasfuzito line has been equipped completely and the Aszod-Veresegyhaz-Vac line in part with reinforced concrete ties.

Hungarian railroad experts do not expect conversion of the country's railroad lines to the Soviet gauge width. If and when any Hungarian lines should be converted, the lines from Csap and Rumania would come in consideration.

III Test runs of the first Kando electric locomotive showed a maximum speed of 125 kilometers per hour. The locomotive will be employed only after the electrification of the Budapest-Batvan-Miskolc line has been completed. Due to a serious shortage in copper, electrification work on the latter line has been suspended.

IV Sovietization of the Hungarian railroads has been intensified by the introduction of the 500-kilometer, the 2,000-ton, the single-route, and the augmented-speed movements. Wear and tear of the locomotives has increased in proportion. It is expected that the number of locomotives withdrawn from service will be greater in 1951 than it was in 1950.

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